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MAY BUILD ELECTRIC RAILWAY TO SUBURBS

Stone Webster Company Will Build to Copper Hill and Miami If Supervisors Will Establish County Roads—Board Will Favor Project

If a plan of co-operation between the city council and the county board of supervisors, which is now under discussion by members of both bodies, is carried out, it is possible that arrangements will be made to install an electric railway system in Globe, within a short time.

This railway system contemplated more than the installation of an electric line in Globe. It is planned to extend branch lines to both Miami and Copper Hill.

The Stone Webster company, which owns street railways in many of the larger cities in the United States, is the company back of this latest move.

It will be remembered that this company made a formal petition to the city council some time ago for a street railway franchise in this city, through Attorney C. L. Rawlins.

The matter was dropped and it was supposed by many that the Stone Webster company had withdrawn from the field entirely.

According to information received yesterday from Attorney Rawlins, however, such is not the case, as plans are under consideration and will, if conditions are favorable, be carried out.

Questions as to a right of way from Globe to Miami and from Globe to Copper Hill have caused the delay in active franchise proceedings.

As the Stone Webster people feel that in case they are compelled to buy a private right of way to Miami and Copper Hill, the price will be prohibitive, they are delaying action in order to determine whether or not a franchise can be secured along the county roads to these two growing towns.

"The proposition is this," said Attorney Rawlins, in speaking of the matter to the Silver Belt yesterday. "The capitalists whom I represent feel that a street car line in Globe would not pay at the present time, without the assistance of branches to Miami and Copper Hill. They also feel that the cost of securing a private right of way to these two towns would be prohibitive."

"Now if a franchise for the operation of the Miami and Copper Hill roads can be secured from the board of supervisors along the county roads leading to these towns, there is a good chance of the street car proposition going through."

I believe that satisfactory arrangements can be made with both the city council and the board of supervisors with regard to franchises.

According to information received from Chairman Pat Rose of the board of supervisors, that body will be more than willing to co-operate with the electric railway promoters, as far as is consistent with the best interests of the taxpayers of this county.

The road from Globe to Miami has already been ordered viewed out and steps will be taken within a short time to view out the proposed new copper hill road, which will be built jointly by the city and county.

With the acceptance of the reports of these viewers and the declaring of these roads as public highways, the supervisors will then be in a position to either grant a permit to the railway promoters whereby they could lay tracks along these roads or to order an election called for the granting of a long time franchise.

Chairman Rose stated yesterday that he was in favor of co-operating with the promoters of electric railways by granting them franchises along county roads. He is of the opinion, however, that the promoters should do a part of the work of improving these roads, as the right of way granted them would mean a saving of many thousands of dollars.

Attorney Rawlins is of the opinion that terms of this kind would be as agreeable to the Stone Webster company and as soon as the Miami and Copper Hill roads have been declared county highways, it is probable that overtures for a franchise will be made to the county fathers.

In the meantime, it is more than likely that the city franchise matter will remain dormant, as it is said that the other franchise bidders are not in favor of the terms of the franchise ordinance suggested by the city council.

PAT ROSE CITED TO APPEAR BEFORE COURT

Another Step in Scheme to Abate Skunk Nuisance in Courthouse

An order issued yesterday by Judge Lewis, Chairman Pat Rose of the county board of supervisors is cited to appear in court Monday, November 17, and show cause, if any he has, why skunk hides should not be removed from the courthouse in the future.

This order comes as the result of the fact that Judge Lewis, that the skunk hides into the courthouse and, as the result, he has taken this step to abate the nuisance.

Chairman Pat Rose of the board of supervisors stated yesterday that he did not have any reasonable cause to believe that skunk hides should be removed from the courthouse and, as the result, he has taken this step to abate the nuisance.

Pat Rose stated yesterday that as far as he was concerned, no skunk hides should be accepted outside of the court house.

The other supervisors will undoubtedly take the same view of the matter, as the result of the issuance of an order by Judge Lewis prohibiting the acceptance of skunk hides into the courthouse will mean that the constant drain on the county treasury from bounties on skunk hides will be stopped.

As soon as the proposed order is issued by the court, notices will be mailed to the different trappers throughout the county revoking the resolution adopted

a few days ago, to the effect that skunk hides would be received for five days previous to my quarterly meeting and informing them of the fact that no skunk hides will be accepted at any time during the continuation of Judge Lewis' order.

This method of disposing of the skunk question is certainly unique, but it promises to be decidedly effective.

BARRISTER DIES

SANTA FE, N. M., November 6.—James B. O'Brien, chief justice of New Mexico from 1889 to 1893, died last night at his home in Caledonia, Minn.

LOTS OF SILK

VICTORIA, B. C., November 6.—The steamer Empress of Japan arrived today from the Orient with 1800 bales of silk, worth \$1,000,000.

JOE YEAGER BADLY BURNED IN OIL EXPLOSION

As the result of an explosion in the firebox of a boiler at the Great Eastern shaft of the Superior & Boston Copper company early this morning, Joe Yeager of Copper Hill was painfully burned.

The face of the injured man was badly burned, but it is not thought that his injuries will affect his sight nor disfigure him to any extent. Both hands were more or less scorched.

Yeager was firing the boilers, when something clogged the pipe which supplied the firebox with oil. As the fire was apparently about to go out, he went outside and adjusted the valves. He had just returned to the boiler when oil gas in the firebox exploded.

The injured man was taken to the Old Dominion hospital, where he received medical attention.

BETTER SERVICE PROMISED TO MIAMI

Railroad Will Put on Passenger Coach as Soon as Track Is Finished

WILL RUN MOTORS WHEN JUSTIFIED

R. S. Stubbs Outlines Plan for Three-Cornered Passenger Line

"The service between Globe and Miami will be improved just as soon as the new roadbed is laid and surfaced, which will be a matter of only a short time. The service will be adequate for the population of Miami. This service will be improved as conditions warrant it."

The above statement made to the Silver Belt yesterday by R. S. Stubbs, general freight and passenger agent of the Randolff system, shows the attitude of that company with regard to the improvement of the Miami service.

"The Miami line was opened before it was completed," continued Mr. Stubbs, "because of the fact that the mining companies in that district were anxious for the early delivery of freight. The line is still uncompleted, although it will be finished within a short time. In the meantime, it is impractical to run a heavy passenger coach over this line in its present condition."

"A light combination coach, for passengers, baggage and express, has been ordered from the coast division of the Southern Pacific. This car will be here within a short time and should give entire satisfaction for the present."

"The people of this district, in criticizing the present service, should consider the fact that it is impossible to install the best of service on a new line immediately on its opening, particularly when a line is opened before the tracks are in shape for heavy trains. It will be a matter of only a short time until the service is bettered."

"Eventually a gasoline motor car will be put in service over the Miami line. According to present plans, this car will proceed over the new Arizona Commercial line to Copper Hill and then on to Miami, making a tri-station line."

"When this car will be put in service depends entirely upon local conditions. It will be installed, however, as soon as traffic will warrant this move."

Mr. Stubbs will leave this morning for Tucson, having completed his inspection of the lines in the Globe district.

WOMAN IS ADDED TO NUMBER IN JAIL AT SPOKANE

Arrests Now Number 130 in Fight Between Police and Industrial Workers

SPOKANE, Wash., November 6.—While addressing a large crowd on a street corner here today, Agnes Fair, who claimed to be an author and playwright, was arrested and charged with disorderly conduct, as one of the day's developments in the contest between the police and the Industrial Workers of the World, as to the latter's right to speak in the streets.

The woman has been a conspicuous figure in the streets of late, declare the police, mingling with members of the organization with which the department is in conflict.

The 130 men arrested during the past week upon charges of speaking in the streets without permission from the authorities, and who were sentenced to thirty days each in jail, continued firm today in the resolve not to touch food and to do no work on the rock pile at the institution.

All were offered hot breakfasts this morning, but only one was tempted.

"Give me a pick and let me go to work," said the one exception. "I did not come here to be starved."

All the others are subsisting on bread and water.

PUMPMAN PLUNGES HUNDRED FEET TO DEATH

Merte McGenley Instantly Killed at Arizona Commercial Mines

Merte McGenley, a pumpman employed at the Arizona Commercial Copper company's mine, was killed last evening, when he pitched headlong from the pump station on the 600 foot level of the main shaft and landed on the rocks a hundred feet below.

McGenley sustained a broken neck and other injuries, which caused almost instant death. His body was badly mangled by the fall.

As far as could be learned last night, McGenley, who had worked on the 600 level for some time, peered over the edge of the platform into the shaft, with the result that he lost his balance.

With a shriek for help which could not be answered by his companions, who were powerless to aid him, he plunged to his death.

He received medical attention at once, but life was extinct when he was taken from the shaft.

McGenley was about 35 years of age. He came to Globe from Tombstone, but from letters found on his person, his home is believed to be in North Portal, Cal.

Through Dr. McPeeters, who was called after the accident, Judge Hinson Thomas was notified of the accident.

He turned the matter of an inquest over to Walter Lufkin, justice of the peace at Copper Hill, who will act as coroner in the inquest.

Lufkin summoned a coroner's jury last night and will hold an inquest at 9 o'clock this morning.

Telegraphic advices regarding McGenley's death were sent to his relatives in California last night.

DEFAULTING CASHIER MAKES BOND OF \$20,000

Charles Warriner Outlines Causes of Shortage in Accounts

CINCINNATI, Ohio, November 6.—Charles L. Warriner, deposed local treasurer of the Big Four Railroad company, who is charged with the misappropriation of \$54,500, was released from custody late today on a bond of \$20,000.

During the day Warriner made a remarkable change of front. In the afternoon he gave out a statement admitting his responsibility for the shortage, but declaring that there were others in it. Later he changed his tactics and declared that he admitted nothing. This later declaration is taken to mean that he intends to force his alleged partners in guilt into the open. The \$54,000 named in the warrant for Warriner's arrest represents the present amount owing to the railroad company, and not the entire amount of the shortage, which is stated to be about \$100,000.

The balance, according to the statement of General Counsel Hackney, has been covered by property that Warriner turned over to the company. Hackney also stated:

"Mr. Warriner has with considerable frankness admitted the irregularities of his accounts. He has undertaken to account for the disappearance of the moneys taken: First through speculation. Second, through efforts to recover the losses sustained in speculation. Third, through blackmail levied upon him by a former employee who claimed he knew something of the irregularities. Fourth, through blackmail levied upon him by a woman."

WEATHER BULLETIN

WASHINGTON, D. C., November 6.—Forecast for Arizona: Fair Sunday and Monday.

DR. COOK OFFICIALLY DISCREDITED

WASHINGTON, November 6.—That Dr. Cook could not have reached the Pole and that Commander Peary did attain the goal, are statements made tonight by Rear Admiral Chester, retired.

The officer was a member of a commission of the National Geographic society that passed upon Peary's data and announced his conviction of its genuineness.

Chester's lecture, delivered in the Scientists' hall of the University club, created a profound impression, as it is practically the first utterance of an official nature.

CHEERING CROWD SEES START OF RACE

Ten Cars Leave Los Angeles Yesterday on Trip to City of Phoenix

CARS CARRY FOOD AND CAMP OUTFIT

Los Angeles Citizen Badly Injured by Car While Leaving City

LOS ANGELES, Cal., November 6.—A former sheriff of Los Angeles county, John Burr, was perhaps fatally injured tonight when an automobile which he was driving attempted to get out of the way of one of the machines in the Los Angeles-to-Phoenix race. E. L. Hanson, Clifford Judd and Fred Barell, in the automobile with him, also sustained severe injuries. The accident occurred on Downey avenue, where a large number of people were riding along the route taken out of the city by the racing autos.

LOS ANGELES, Cal., November 6.—Promptly at 10 o'clock, Isotta Fraschini, with Max Poissmans at the wheel, started on the race of 480 miles from this city to Phoenix, and at intervals of fifteen minutes followed from the starting point, corner of Second and Spring streets nine other cars, competitors in the most difficult race in America.

An Elmore, driven by George Dake, was second, with the others as follows: Pennsylvania, Walter L. Vail driver; Dorris, R. W. Harrison driver; Franklin, Guy Irwin driver; Studebaker, Bert Latham driver; Ford, Charles Harris driver; Columbia, Harold Stone driver; Buick, J. K. Nikrent driver; Apperson, Harry Hanshue driver.

Each car carried a mechanic, food, water and camp equipment.

A great crowd witnessed the start of each contestant, and speeded them with loud cheers.

Chief of Police Dismant stationed motor cycle policemen at intervals along the route out of the city, to see that the speed ordinance was not violated, and in all southern California towns through which the racers will pass will be on the watch for infractions of speed laws.

Several drivers expressed confidence in their ability to make the distance in twenty-three hours or less, notwithstanding that the best time made in previous races was thirty-three hours, and there has been no improvement in the going.

VULGAR EARS WILL NOT HEAR GOULD DIVORCE SUIT

NEW YORK, November 6.—Council in the suit for divorce which Mrs. John Jacob Astor is reported to have brought against her husband, Colonel Astor, indicated today that other than the decree of the court, the details of the testimony will never be made known.

Referee Young will file his report with Justice Mills early in the week, and, following his findings, which it is said will award a decree in favor of Mrs. Astor, all papers will be sealed.

Friends of Mrs. Astor say no application for alimony will be made, as Astor has made a settlement of \$10,000,000 on his wife.

HARVARD SHUTS OUT CORNELL TEAM 18 TO 0

CAMBRIDGE, Mass., November 6.—It is twelve years since the Cornell football players have skipped about the crimson field and there was more than usual interest today in the struggle between Harvard and the Ithacans.

Final score: Harvard 18, Cornell 0. Harvard was held to a single score in the first half, Cornell successfully carried out one of the most spectacular forward passes ever seen, in which the ball was hurled thirty yards to a player, who made twenty yards more before he was thrown.

In the second half neither side gained much advantage until Frothingham made a dash of twenty-five yards, the last ten of which he was dragged along by his fellow players. Seven rushes carried the ball over, Frothingham making a touch-down, and the goal following.

Harvard 12, Cornell 0. Rushing by Harvard backs and a forward pass carried the ball to the eleven-yard line, and there Rogers went over and made a touch-down. Goal was kicked.

ON OTHER FIELDS

At El Paso—New Mexico Agricultural College, 0; Arizona University, 6.

At New Orleans—Tulane, 6; University of Cincinnati, 0.

At Des Moines—Drake, 17; Iowa, 14.

At Denver—Denver university, 26; Colorado Mines, 0.

At Lafayette—Wabash, 18; Purdue, 17.

At Ann Arbor—Michigan, 3; Notre Dame, 11.

At Chicago—Chicago, 34; Northwestern, 0.

At Philadelphia—Pennsylvania State, 3; Bucknell, 0.

At Lincoln—Kansas, 6; Nebraska, 0.

At Washington—Carlyle, 9; George Washington, 5.

At Annapolis—Navy, 0; Washington and Jefferson, 0.

At Princeton—Princeton, 6; Dartmouth, 6.

At Philadelphia—Lafayette, 6; Pennsylvania, 6.

At New Haven—Yale, 23; Brown, 0.

BIG CROWDS GATHER IN PHOENIX TO SEE FAIR

Great Bill of Racing Will Begin at Capital City Tomorrow

Special to the Silver Belt.

PHOENIX, Ariz., November 6.—With Dan Patch and Minor Heir, the world's two most famous horses, on the grounds, the great Los Angeles-to-Phoenix road race, with ten entries, successfully started, arrangements all complete for the driving of the Arizona Copper Stake pace division with eighteen entries, the big Arizona Territorial fair is ready to receive and entertain its visitors on the opening day Monday.

Weather conditions are perfect, decorations are magnificent and everything points to the most successful fair ever held in Arizona.

Great interest naturally centers about the finish of the automobile road race, the first cars of which will cross the line in front of the grand stand about 1 o'clock Monday afternoon.

The Copper Stake pace divides honors with the road race on the Monday program, and it is predicted the 2:08 pace, the Copper Stake, will be won in at least 2:04. Of course, the hundreds of exhibits now in place are always interesting and receive their share of attention. The advance crowd is larger than any previous year. Tuesday the 2:19 division of the Copper Stake race will be run and Dan Patch and Minor Heir will race to break the world's record.

TEDDY STILL LIVES

Cable from Africa Denies Report of Death of Roosevelt

ROME, November 6.—John W. Garrett, secretary of the American embassy, telegraphed today to Nairobi concerning the Roosevelt rumor and received the following reply:

"Nothing known here of the report, which probably is false. We are making further inquiry. According to the telegram received yesterday, Roosevelt is staying with Lord Delamere, at Njoro."

ALDRICH SPEAKS OF MONETARY SYSTEM

Surprises Hearers by Failure to Propose Any Definite Reforms

BANK NOTE ISSUE IS NOT PARAMOUNT

English Banks Cited as Examples of Strength in Preventing Panics

CHICAGO Ill., November 6.—Senator Nelson W. Aldrich of Rhode Island, tonight in an address before the Chicago Commercial club, delivered the first of a series of speeches which he is to make throughout the middle west on the subject of currency reform.

Aldrich is chairman of a commission appointed by congress to make a comprehensive study of the monetary system of the United States.

To those who expected Aldrich to use the occasion for the promulgation of a central bank project or any other plan of national finance, his speech must have been in the nature of a surprise. He declared at the outset, "The question of a definite plan of reforming existing conditions has not yet been taken up by the commission," and added that no plan will be adopted "until after an opportunity has been afforded for a most careful and exhaustive study of all the conditions that surround the problem."

He said he accepted the present occasion as an opportunity to make an earnest appeal to representative men of this important section, to give to the commission the advantage of their valuable counsel and co-operation in securing the adoption of a satisfactory remedial plan, one that will surely conserve and promote the vital interests of all the people of the nation.

He called upon the Chicago business men, and through them upon the business men of the country to feel their own responsibility, individually and collectively, for a satisfactory outcome of the work.

Note Issue Unimportant

Aldrich said he regarded efficient organization of the credit and banking system of the country as much more important than the question of the note issue.

"I am aware," he said, "that in other countries in the past, notably during the last half of the eighteenth century and the first half of the nineteenth, the question of note issues, that is to say, who should have the right to issue bank notes, upon what conditions they should be issued, and what kind of security should be required, furnished the subject of most of the monetary discussions of the time."

"In these countries without a single exception at the present time all thoughtful men look on the proper manner and character of note issue as no longer an open question or one of paramount importance. The conclusion has been reached that bank note issues should be made under governmental control, or, at least, subject to the strict governmental restrictions, and this can only be successfully done through one central bank of issue."

Distasteful to All

"Our existing system of bank note issue is equally unsatisfactory to those who believe that all banks should have the right to issue notes to circulate as money as freely as they open credit on their books, and that no evil results can follow a legislative grant of this right, and to those who are not satisfied to have the volume of note issues dependent upon the amount of government bonds available rather than upon the demands of trade. It was the intention of the framers of legislation in 1908 to furnish an emergency remedy that should continue only until some permanent policy could be agreed upon."

The speaker briefly referred to the disastrous results that followed the financial crisis of 1907, and the conviction that with a better monetary system its widespread consequences should have been avoided.

"I am, of course, aware," he continued, "that with the sanguine nature of the American people, whose nervous energy is not always confined by the limits of prudence, we are certain to have recurring periods of over-speculation and abnormal inflation of values. But I am sure it is quite possible, by confining the effects to the transgressors and their immediate financial supporters, to save the business and great financial interests of the country from disastrous suspensions of banks and general destruction of credit."

The senator said it epworth of the great banks of Europe to prevent panics is largely in the inherent strength of the institutions and in the unquestioned confidence of all classes in their ability to successfully take care of any situation.